



Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

IT IS SURPRISING
HOW TORIC LENSES
CLEAR YOUR VISION
AND ENHANCE
YOUR PERSONAL
APPEARANCE.
N. JAZARUS,
Optician,
12, Queen's Road C. 71

No. 19,953 號三十五百九千九萬一第 日八初月五年戌壬 HONGKONG, SATURDAY, JUNE 3RD, 1922. 六拜禮 號三月六年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION
A NEW SPECIALITY
BASS' LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot
climate, lighter than the
well-known Red Triangle.

CALDBECK,
MACGREGOR

& CO., LTD.

15, QUEEN'S ROAD CENTRAL.

TELEPHONE NO. 75.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportsman's
Favorite powder—E. C. and SMOKE-
LESS DIAMOND.

THE HONGKONG SPORTING ARMS
& AMMUNITION STORE.
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.,
15, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO
GOODS STORE.

Glass Etching, Sign-Board and
Mirror Makers.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS

G. MOUSSON.

15, Morrison H.B. Road.

PEAK TRAMWAY CO.
LIMITED.

TIME-TABLE.

WEST DATE.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " " " 10 " "
9.30 " " " " 15 " "
11.30 " " " " 15 " "
12.30 p.m. " " " " 15 " "
1.30 p.m. " " " " 15 " "
2.30 " " " " 15 " "
3.30 " " " " 15 " "
4.00 " " " " 10 " "
4.30 " " " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 20 minutes.
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.

SUNDAYS.
7.30 a.m. to 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes.
9.30 " " " " 10 " "
11.30 " " " " 15 " "
12.30 noon " " " " 15 " "
1.00 noon " " " " 15 " "
1.00 p.m. " " " " 15 " "
4.00 " " " " 10 " "
4.30 " " " " 10 " "
NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Building,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
same stated in the Company's time-tables,
but not for special cars. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheques or Comptrolors (Order represent-
Back Note).

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 18TH, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892	No. 893	No. 894	No. 895	No. 896	No. 897	No. 898	No. 899	No. 900	No. 901	No. 902	No. 903	No. 904	No. 905	No. 906	No. 907	No. 908	No. 909	No. 910	No. 911	No. 912	No. 913	No. 914	No. 915	No. 916	No. 917	No. 918	No. 919	No. 920	No. 921	No. 922	No. 923	No. 924	No. 925	No. 926	No. 927	No. 928	No. 929	No. 930	No. 931	No. 932	No. 933	No. 934	No. 935	No. 936	No. 937	No. 938	No. 939	No. 940	No. 941	No. 942	No. 943	No. 944	No. 945	No. 946	No. 947	No. 948	No. 949	No. 950	No. 951	No. 952	No. 953	No. 954	No. 955	No. 956	No. 957	No. 958	No. 959	No. 960	No. 961	No. 962	No. 963	No. 964	No. 965	No. 966	No. 967	No. 968	No. 969	No. 970	No. 971	No. 972	No. 973	No. 974	No. 975	No. 976	No. 977	No. 978	No. 979	No. 980	No. 981	No. 982	No. 983	No. 984	No. 985	No. 986	No. 987	No. 988	No. 989	No. 990	No. 991	No. 992	No. 993	No. 994	No. 995	No. 996	No. 997	No. 998	No. 999	No. 1000	No. 1001	No. 1002	No. 1003	No. 1004	No. 1005	No. 1006	No. 1007	No. 1008	No. 1009	No. 1010	No. 1011	No. 1012	No. 1013	No. 1014	No. 1015	No. 1016	No. 1017	No. 1018	No. 1019	No. 1020	No. 1021	No. 1022	No. 1023	No. 1024	No. 1025	No. 1026	No. 1027	No. 1028	No. 1029	No. 1030	No. 1031	No. 1032	No. 1033	No. 1034	No. 1035	No. 1036	No. 1037	No. 1038	No. 1039	No. 1040	No. 1041	No. 1042	No. 1043	No. 1044	No. 1045	No. 1046	No. 1047	No. 1048	No. 1049	No. 1050	No. 1051	No. 1052	No. 1053	No. 1054	No. 1055	No. 1056	No. 1057	No. 1058	No. 1059	No. 1060	No. 1061	No. 1062	No. 1063	No. 1064	No. 1065	No. 1066	No. 1067	No. 1068	No. 1069	No. 1070	No. 1071	No. 1072	No. 1073	No. 1074	No. 1075	No. 1076	No. 1077	No. 1078	No. 1079	No. 1080	No. 1081	No. 1082	No. 1083	No. 1084	No. 1085	No. 1086	No. 1087	No. 1088	No. 1089	No. 1090	No. 1091	No. 1092	No. 1093	No. 1094	No. 1095	No. 1096	No. 1097	No. 1098	No. 1099	No. 1100	No. 1101	No. 1102	No. 1103	No. 1104	No. 1105	No. 1106	No. 1107	No. 1108	No. 1109	No. 1110	No. 1111	No. 1112	No. 1113	No. 1114	No. 1115	No. 1116	No. 1117	No. 1118	No. 1119	No. 1120	No. 1121	No. 1122	No. 1123	No. 1124	No. 1125	No. 1126	No. 1127	No. 1128	No. 1129	No. 1130	No. 1131	No. 1132	No. 1133	No. 1134	No. 1135	No. 1136	No. 1137	No. 1138	No. 1139	No. 1140	No. 1141	No. 1142	No. 1143	No. 1144	No. 1145	No. 1146	No. 1147	No. 1148	No. 1149	No. 1150	No. 1151	No. 1152	No. 1153	No. 1154	No. 1155	No. 1156	No. 1157	No. 1158	No. 1159	No. 1160	No. 1161	No. 1162	No. 1163	No. 1164	No. 1165	No. 1166	No. 1167	No. 1168	No. 1169	No. 1170	No. 1171	No. 1172	No. 1173	No. 1174	No. 1175	No. 1176	No. 1177	No. 1178	No. 1179	No. 1180	No. 1181	No. 1182	No. 1183	No. 1184	No. 1185	No. 1186	No. 1187	No. 1188	No. 1189	No. 1190	No. 1191	No. 1192	No. 1193	No. 1194	No. 1195	No. 1196	No. 1197	No. 1198	No. 1199	No. 1200	No. 1201	No. 1202	No. 1203	No. 1204	No. 1205	No. 1206	No. 1207	No. 1208	No. 1209	No. 1210	No. 1211	No. 1212	No. 1213	No. 1214	No. 1215	No. 1216	No. 1217	No. 1218	No. 1219	No. 1220	No. 1221	No. 1222	No. 1223	No. 1224	No. 12
----------	--	-------	-------	-------	-------	-------	-------	-------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	---------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	--------

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS,

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

in Stock

For quotation apply—

SHANGHAI OFFICE.

READY-TO-WEAR TROUSERS

Made of a fine Cream Gabardine. Cut by expert craftsmen and well finished in every detail.

Stocked in every inch of waist measurement from 30 to 39 and in various lengths of leg.

\$19.50 per pair. 3 pairs for \$55.00.

GUARANTEED UNSHRINKABLE.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building

Des Vaux Road.

W.S. BAILEY & Co., LTD.

ENGINEERS AND SHIPBUILDERS.

KOWLOON.

Tug-boats, Barges, Fast Launches, River Steamers, and Motor-vessels.

Constructional Work and Repairs of All kinds.

Works (day) ... K.21.
Manager (night) ... K.633.
Secretary ... K.369.
Harbour Engineers... K.604, K.622.

HONGKONG HOTEL GARAGE

TYRES AND TYRE SERVICE.

UNITED STATES RUBBER TYRES AND TUBES

New shipment just arrived Ex: s.s. "Suruga"

Size	Inch Sizes Fabric	Types	Tubes
26 x 3	Clincher	\$23.00	\$4.50
28 x 3	"	35.00	5.00
30 x 3	"	35.00	5.25
32 x 3	"	36.00	5.50
34 x 3	"	45.00	7.50
36 x 3	"	55.00	8.50
Millimeter Sizes Fabric			
875 x 105	Clincher	66.00	
885 x 105	"	73.50	
815 x 120	"	80.00	
880 x 120	"	82.75	
880 x 135	"	95.00	
895 x 135	"	99.00	
Inch Sizes Royal Cord			
32 x 3 1/2	Straight Side Non Skid	85.00	8.00
32 x 4	"	115.50	9.75
33 x 4	"	120.00	10.50
34 x 4	"	122.00	11.00
32 x 4 1/2	"	130.00	11.50
34 x 4 1/2	"	135.00	12.75
34 x 4 3/4	"	147.00	12.00
35 x 4 3/4	"	138.50	12.25
33 x 5	"	145.00	13.00
35 x 5	"	155.00	13.50
Inch Sizes Nobby Cord			
36 x 6	Straight Side Non Skid	180.00	25.00
WE SPECIALIZE			

HONGKONG SCHOOL BOY HOLD TO RANSOM. BARRIBIAN PLEASANTIES ABOUT LOPPING OFF HIS EARS. RANSOM OF \$10,000 DEMANDED.

An extraordinary story of kidnapping was related at the Magistracy yesterday afternoon. An ex-secretary to an ex-Civil Governor of Canton, in the Kwangsi regime, was charged with conspiring with other persons to kidnap a schoolboy. He was also charged with being an accessory to the kidnapping. This man's name was Cheung Chu Wan. Another man, Cheung Cheuk Chin, was charged with being the actual kidnapper.

Mr. G. G. N. Tinson (of Messrs. Johnson, Stokes and Master), prosecuted, and Mr. M. K. Lo defended the ex-secretary.

Mr. Tinson explained that he desired to make the case of the first defendant separately as he proposed to call the second defendant as a witness against the first. The kidnapped boy, he said, was named Chan San Kwai. He was fourteen and a half years of age on the very day that he was said to have been kidnapped. He lived with his parents at 24, Bonham Road. Next door at No. 26, Bonham Road, lived Cheung Kin Fong, an ex-Civil Governor of Canton. In the same house lived the first defendant, and the second defendant was a frequent visitor there. The ex-Civil Governor's son went to school with the kidnapped boy at Ying Wa College and the two boys were great friends. Young Chan San Kwai often went to the ex-Civil Governor's house to help his friend with his English lessons, and on several occasions stayed there the whole night.

A MOTHER'S SEARCH.
On October 7th, Chan told his mother that his schoolmate, Cheung Sang, and a party, were going to Macao and he was invited to go too. The next morning Chan went to the ex-Civil Governor's house, and his parents had never seen him since. Enquiries were made, and the mother had an interview with the Captain Superintendent of Police who gave her a letter to the Macao Police. She went to Macao and inserted advertisements in the Macao Chinese newspapers offering a reward for information as to her son's whereabouts. She received replies from various people, and one letter came from her son himself, explaining that he was held to ransom in Kolan, Heungshan, near Canton.

On October 25th, the first defendant, the ex-secretary, made a statement to the police and the ex-Governor's son also made a statement. (In reply to Mr. Lo, Mr. Tinson said that the statement of the first defendant amounted to a denial of the charge.)

On January 16th, the kidnapped boy's father got into communication with the Colonial Secretary's Office. That Office, in collaboration with H.M. Consul General at Canton, had since been trying to get the boy back.

On May 16th, the mother was sent for by the Macao police and next day was confronted with the second defendant, whom she immediately recognised as the man seen at 26, Bonham Road. In her presence, and in the presence of the Portuguese Police, this man made a full confession and said he wished to come to Hongkong and tell the whole truth. He was willing to go into the "box" and declare that it was at the instigation of the ex-secretary and another person not in custody, that he kidnapped the boy, and that he received \$100 for doing so. His instructions were to take the boy to Macao, and thence to China, where he would be held to ransom.

NEGOTIATIONS FOR RANSOM.
Previous to this, a Hongkong rice-broker, named Cheung Man, who traded in Canton and Macao, had undertaken, at the instance of the boy's mother, to help her in the negotiations as to ransom. For this purpose he had got into touch with the bandits and made an appointment at a tea-house in Macao, with three men, one of them, he said, the first defendant.

At this meeting negotiations took place as to the amount of the ransom. The boy's mother had already paid \$200 as a fee for opening the negotiations and these men demanded \$10,000 before they would give up the boy. The rice-broker replied that he was authorised to pay \$2,500. One of the men said that offer would have to be considerably increased as he knew the boy's father had money. The first defendant was alleged to have then taken part in the conversation with the remark, "You must not agree at less than \$10,000."

On May 21st, a letter—which had not been posted—was found in the letter box at the house of the boy's parents. It had apparently come from the robbers and it stated that unless \$10,000 was paid within a week the boy's ransom would be cut off and sent to the parents as a reminder. Mr. Tinson having thus outlined his case, the hearing was adjourned until next Tuesday when evidence will be taken.

PRESIDENT SUN YAT-SEN RETURNS TO CANTON.

President Sun Yat-sen arrived at Canton from Shikwan the headquarters of the Northern Expeditionary Army at 4 o'clock on Thursday afternoon. He came down the river on a gunboat and landed at the Government Pier where he was welcomed by Governor Wu Tingfang and other high officials in the city. Soldiers of the Canton Garrison formed the guard of honour. The President was taken in a motor-car to the Presidential Office, escorted by only thirty body-guards.

THE S.S. "HOSANG." INDO-CHINA COMPANY'S NEW VESSEL.

The latest addition to the Indo-China Steam Navigation Company's fleet, the s.s. *Hosang*, at present lying mid-stream in harbour, was inspected yesterday by Press representatives. The master of the ship is Capt. Wright, who bought out the yacht, *Catty Sack*, from England a little over a year ago and who has recently been transferred from the s.s. *Fam-sing* to the present command.

The *Hosang* was built at Foyle's Shipyard, North of Ireland. Shipbuilding Company, Ltd., Londonderry, and she has been modelled mainly on the lines of the s.s. *Kulsang*, though the two vessels have been built by different shipbuilders. The *Kulsang* was built at Wallsend and the *Hosang* (which is the larger of the two) was laid down for a French Company of ship-owners but later was bought by her present owners and the shipbuilders were given plans similar to the *Kulsang*. Her length is 330 feet, over all, her beam is 34 feet and she has a draft of 20 feet 10 inches. Her average speed is 14 knots per hour and her journey out from home from Barry, South Wales, to Hongkong, with a full cargo of coal was accomplished in 36 days, which includes stops at two ports of call, Port Said and Singapore.

Altogether there is accommodation for 22 first class passengers and 25 second class, while the boat can be measured off for about 2,400 deck passengers. The first class cabins are fitted with electric beds with electric reading lamps and fans whilst the toilet and wardrobe arrangements are fixed with an eye to convenience and economy of space. The state rooms are extremely well ventilated, as is also the whole of the ship, so that even between decks there can be no complaint of lack of fresh air.

The bath-rooms are fitted with hot and cold water and are large and commodious. There is also a fine dining saloon, a ladies' waiting room and a smoking room. Second class passengers have excellent accommodation; their cabins are spacious and fitted with fans. A hospital and dispensary are fitted on the after deck. There is a splendid flush deck which is one of the essential points of difference from the s.s. *Kulsang* which has a forecastle head with well decks.

The *Hosang* carries 13 life boats and these are hung from Velin davits and are so fixed that two men can swing them out easily. She is fitted with the latest type of Marconi installation, a single Ariel being used, having a radius of 750 miles.

The vessel uses oil fuel and there are four boilers with a diameter of 15 feet, which work at a pressure of 200 lbs. to the square inch, the principle being Howden's forced draft. Six hatchways with all the latest improvements for working cargo expeditiously and carefully, have been arranged.

The *Hosang's* trade route will be from Calcutta to Yokohama, with calls at Penang, Singapore, Hongkong, Shanghai, Moji and Kobe. The journey between the two extreme ports will be 23 days. She leaves on her first regular run this afternoon.

HONGKONG SEAMEN'S UNION.

ARRIVAL OF LEADERS IN SHANGHAI TO FORM LOCAL BRANCH.

A delegation from the Hongkong Seamen's Union has arrived in Shanghai, says the *Shanghai Daily News*, with the object of organizing the seamen here and forming a branch of the union. The party is composed of Messrs. Lam, Wan-man, Chung Shiu-pang, Luk Shing-kat, Wang Shing-wei and Ip Kiu-tai, and the leader, Lam Wan-man who is chairman of the social committee of the Hongkong Union, has already assumed the title of President of the Chinese Seamen's Union in Shanghai.

The visitors say that they have simply come in response to several letters requesting assistance in improving the very "modest" organization already existing here, but apart from this, their visit was not unexpected in view of a recent report that the Canton Union proposed to form a general union and had sent out representatives to discuss the matter with the seamen in Shanghai, Singapore and other places.

The same report states that there are some 300,000 Chinese seamen, of whom 50,000 are Cantonese, and the ambition of the leaders undoubtedly is to make the union the largest labour organization in the country. It is estimated that there are about 30,000 seamen working in and out of Shanghai, and an effort will be made to get the majority of these men into the ranks of the union. An office has been opened at 163, Broadway, and as soon as the preliminary details have been arranged, a mass meeting will be held for the purpose of inaugurating the Union. Rules for the organization have been drawn up, with the assistance of Mr. P. W. Goldring, and have been submitted to the Municipal Council, together with an application for registration of the Broadway premises as a club.

At present, the movement appears to be purely one of organization, the position in Shanghai so far as the relations of seamen and shipowners are concerned, being quiet and satisfactory. It has to be borne in mind that immediately on the conclusion of the Hongkong strike, the leading local companies advanced wages according to the scale agreed upon at Hongkong, the increase being applicable to all lines on the up-river run, the Tientsin run, etc. There is no expectation, therefore, of the present activity having any immediate disturbing effect. The men are, of course, entitled to organize, but in view of their standpoint towards Canton during the Hongkong strike, their future attitude will be regarded with much interest.

HONGKONG'S IMPORTS AND EXPORTS.

REPORT OF THE SUPERINTENDENT FOR THE YEAR 1921.

LIQUORS CONSOLIDATION ORDINANCE.

The duty on all liquors, says Mr. N. L. Smith in his report, was on 7th April increased by a Resolution of the Legislative Council. This increase was generally about 30 per cent., except in the case of Champagnes and other sparkling wines, on which the duty went up from \$4 to \$10 per gallon. By a subsequent Resolution on 27th October the duty on brandy was restored to the same figure as before the general increase.

The net revenue collected under the Liquors Ordinance from Duties and Licensed Warehouses during 1921 was \$1,040,637.04 as compared with \$779,795.55 for 1920.

The general details are as follows:—

1921.	1920.
Duties on European Liquors.....	\$31,183.58
Duties on Chinese Liquors.....	702,583.45
Licensed Warehouses.....	6,750.00
Overturn Fees.....	740.00
Total.....	\$1,040,637.04

As compared with \$779,795.55 for 1920.

The general details are as follows:—

1921.	1920.
Duties on Tobacco.....	\$1,051,568.30
Licensed Warehouse Fees.....	1,918.75
Overturn Fees.....	72.00
Retailers' Licences.....	7,595.00
Manufacturers' Licences.....	744.00
Importers' Licences.....	132.00
Total.....	\$1,062,031.11

As compared with \$839,197.99 for 1920.

The revenue for 1921 was \$3,938,197.99 as compared with \$4,317,970.90 for 1920, a decrease of \$379,772.91. The price of \$14.50 per cwt. was maintained throughout the year.

Tables X-XII, show the movements of raw opium during the year. Apart from opium for the monopoly and opium in transit for the Japanese and Macao Governments the only chests now in Hongkong are a small residue in the hands of local merchants left over from the days when Hongkong was an entrepot for raw opium.

Table XIII, shows the seizures of illicit opium indicating another large increase on previous years.

TRADE STATISTICS.

Table XIV, shows the number of permits, etc., issued during the year under the provisions of the Importation and Exportation Ordinance; the figures slightly exceed those of 1920.

The form of the Quarterly and Annual Trade Returns was altered early in the year, the effect being greater clearness and portability besides a saving on the expenses of production of over \$10,000.

The total trade (excluding Treasury) for 1921 amounted to \$135,534,036 as compared with \$212,302,539 for 1920. Of this imports were valued at \$68,143,059 (as against \$103,332,602 for 1920) and exports at \$67,390,977 (as against \$108,969,937 for 1920).

Treasure imported during 1921 amounted to \$13,707,006 (including \$5,447,497 of gold and \$8,259,509 of silver). Treasury exports during 1921 amounted to \$17,981,357 (including \$7,091,582 of gold and \$10,889,775 of silver).

Tables have been included in the Annual Trade Return to show that the apparent drop in the volume of Trade as compared with 1920 is largely explained by the fall in the sterling value of the dollar, and in no way corresponds either to the dollar value or the actual quantities of the various commodities imported and exported.

Complete figures will be found in the Annual Trade Return for 1921, from which the following items may perhaps be of chief interest:—

Imports.	Exports.
Chinese Medicines (not specially mentioned).....	\$1,248,634
Coal.....	2,320,395
Fish and Fishery Products, (Other).....	886,278
Flour, (Wheat).....	1,675,012

As compared with \$1,248,634 for 1920.

As compared with \$2,320,395 for 1920.

As compared with \$886,278 for 1920.

As compared with \$1,675,012 for 1920.

As compared with \$1,248,634 for 1920.

As compared with \$2,320,395 for 1920.

As compared with \$886,278 for 1920.

As compared with \$1,675,012 for 1920.

As compared with \$1,248,634 for 1920.

As compared with \$2,320,395 for 1920.

As compared with \$886,278 for 1920.

As compared with \$1,675,012 for 1920.

As compared with \$1,248,634 for 1920.

As compared with \$2,320,395 for 1920.

As compared with \$886,278 for 1920.

As compared with \$1,675,012 for 1920.

As compared with \$1,248,634 for 1920.

As compared with \$2,320,395 for 1920.

As compared with \$886,278 for 1920.

As compared with \$1,675,012 for 1920.

As compared with \$1,248,634 for 1920.

As compared with \$2,320,395 for 1920.

As compared with \$886,278 for 1920.

As compared with \$1,675,012 for 1920.

As compared with \$1,248,634 for 1920.

As compared with \$2,320,395 for 1920.

As compared with \$886,278 for 1920.

As compared with \$1,675,012 for 1920.

As compared with \$1,248,634 for 1920.

As compared with \$2,320,395 for 1920.

As compared with \$886,278 for 1920.

As compared with \$1,675,012 for 1920.

Ginseng.....	884,705
Kerosene.....	2,362,143
Leather, (Sole).....	811,349
Peanuts.....	627,051
Rice Meal, (Rice Bran).....	618,251
Broken.....	2,500,638
Cargo.....	1,110,894
White.....	6,694,037
Shirtings, White (40/43 yds.).....	774,800
Silk Piece Goods.....	1,492,260
Sugar, Raw.....	8,771,531
Refined.....	649,292
Tin Slabs and Ingots.....	1,224,376
Yarn, Cotton.....	5,505,518

Exports.

Chinese Medicines (not specially mentioned).....	\$1,248,634
Cigarettes.....	1,121,289
Coal.....	2,320,395
Dried Plain Cottons (not specially mentioned).....	1,507,402
Fish and Fishery Products, (Other).....	1,427,318
Flour, (Wheat).....	2,091,604
Gunny Bags.....	885,507
Kerosene.....	2,360,041
Leather, Sole.....	921,750
Matches.....	334,618
Rice Meal, (Rice Bran).....	980,175
Broken.....	2,500,638
Glutinous.....	1,008,594
White.....	6,694,037
Shirtings, White (40/43 yds.).....	5,278,244
Silk Piece Goods.....	892,262
Sugar, Candy.....	4,119,249
Raw.....	606,392
Refined.....	2,774,115
Tin Slabs and Ingots.....	7,774,824
Tobacco, Prepared, Native.....	387,695
Tobacco, Prepared, Native.....	1,387,800
Yarn, Cotton.....	322,969
Yarn, Cotton.....	314,911
Yarn, Cotton.....	3,257,602

THE SEIZURE OF CONTRABAND.

Apart from the unprecedented number of opium seizures, Revenue Officers in the course of their duties seized 526 gallons of Chinese wine (11 persons convicted), 552 bottles of European liquors (7 persons convicted), 738 lb. of Chinese tobacco, 45,650 cigars, 1,986,300 cigarettes (125 persons convicted), 95 arms of various kinds, 33,323 rounds of ammunition (40 persons convicted) and 35 lottery tickets (2 persons convicted).

REVENUE AND EXPENDITURE.

The net revenue collected by this Department was \$8,040,606.17, an increase of \$311,221.75 as compared with 1920. The actual expenditure of this Department for the year was \$5,017,756.01, an increase of \$80,641.38 as compared with 1920. Of this increase over \$73,000 is attributable to the lower purchasing power of the dollar in rupees, that being the figure by which the cost of exactly the same quantity of Indian opium exceeded the 1920 figure. Personal emoluments, due to an increased staff and the revised rates of clerical salaries, show an increase of some \$17,000 over 1920, but this amount as well as the cost of a motor-truck and of a more expensive type of uniform for Chinese Revenue Officers, is more than offset by savings in other directions.

SPORTS.

BASEBALL.

H.K. BASEBALL CLUB, v. S.C.A.A.

The Hongkong Baseball Club opens the season this afternoon at Happy Valley by a game with the South China Athletic Association. The game last Saturday between the "Giants" and "Yankees" showed some very good material and as the S.C.A.A. team is composed mainly of Chinese who have played in America a snappy game is expected.

The Hongkongers will have a number of new faces present when they trot on to the diamond, but those who have been watching their frequent workouts claim that a better balanced team than last year's even, will represent the locals. In place of last year's star combination, Luke and White, will appear Dome and Townsend, whose work so far promises to make the fans forget their former favorites.

New uniforms will be distributed to the men before the game and a natty appearance should result. The grandstand has been completed and every possible comfort will be provided for the spectators. At Thursday evening's practice Mr. H. J. Koch was appointed Field-Captain and he will direct the team in this afternoon's game.

The probable lineup will include Walsh and Benson, left field; O'Connor, center-field; Bradford, right field; Church, or Downick, third base; Dome, short stop; Proulx or Findlay, second base; Townsend or Hodrick, first base; Brown, pitcher and Koch or Scott, catcher.

The game will be called promptly at four o'clock and will be umpired by Dr. Daugherty and Dr. Urquhardt.

TO BELINDA.

Whom I love; but not up to \$140 per annum.

In consequence of the high price of telephone apparatus, etc., the Company finds it necessary to increase the existing charges for services. (Daily Express).

To enjoy telephonic flirtation, my dear, I cheerfully "blew in" a tinner last year; But, though to your truth I felt sure you were true, Your number seemed far more engaged than were you; And, when I did get you, 'tis sad to relate, Exchange kept on listening. (See what a hate! Pre-conjugal endearments should only be heard By two, for one's action is cramped by a third. But though as a service 'twas the poorest on earth, it At ten pounds a year was just possibly worth it.

But now, oh Belinda, they come and they say Chips a hundred and forty per year I must pay! The thought of so monstrous a sum makes me weep, For I've won no third in the Calcutta Sweep. There's only one thing to be done, and I'll do it— Where my instrument was shall be written up "Fruit." No more shall Exchange spoil my lover-like fire By an alien giggle that drifts down the wire; No more shall I engage—dash my hopes to the ground, No telephone now in my house shall be found. In future, if you will permit it, my dear, I shall breathe my endearments direct to your ear. And, though telephone speaking no doubt has its piquancy, We will make up by contact what's lacking in frequency.

E. W. H.

TEA & COFFEE.

In order to obtain lasting satisfaction you will one day have to habitually get your supplies of the above commodities from

LANE, CRAWFORD, LTD.

WHY NOT START TO-DAY.

CEYLON TEA Two qualities 90 cts. and 60 cts. Per lb.

HANKOW TEA \$1.00 Per lb.

FOOCHOW TEA 90 cts. Per lb.

COFFEE FRESHLY GROUND ROASTED 85 cts. Per lb.

LANE, CRAWFORD, LTD.

TELEPHONE 1741.

THE CATERING DEPARTMENT

CAFÉ WISEMAN

is now replete with every requisite for carrying out orders for.

BATHING AND MOTORING PICNICS

WEDDING RECEPTIONS, GARDEN PARTIES

PRIVATE DINNERS, DANCE SUPPERS

LAUNCH AND YACHTING PICNICS

LANE, CRAWFORD, LTD.

IF
ITS
MUSIC,
RECORDS,
OR
PIANOS,
YOU
WANT

GO TO ANDERSON'S

OPPOSITE CITY HALL. TEL. 1322.

Powell

TELEPHONE 3146.

NEW STOCK OF GENTLEMEN'S BATHING COSTUMES

JUST UNPACKED.

There are many smart designs in both English and American makes.

CALL AND INSPECT THEM AT

Wm. POWELL, Ltd, Tailors and Outfitters.
10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

NOTICE

IN connection with the KING'S BIRTHDAY BALL at GOVERNMENT HOUSE, TO-NIGHT, Guests are particularly requested to observe the following:-

1. NOT to stop their cars or chairs to alight before reaching the steps in the front porch.
2. To send their cars or chairs away immediately after alighting.

Failure to comply with these requests will lead to considerable delay and inconvenience to other Guests.

Guests are also requested to have their waiting cards ready to hand to the Aide de Camp in Waiting before introduction to His Excellency the Governor.

[1087]

INSURANCE OFFICES.

KING'S BIRTHDAY & WHITE MONDAY.

NOTICE

NOTICE IS HEREBY GIVEN that all INSURANCE OFFICES will be CLOSED for the transaction of PUBLIC BUSINESS on SATURDAY, 3rd JUNE, and MONDAY, 5th JUNE, 1932.

LOWE, BINGHAM & MATTHEWS,
FIRE INSURANCE ASSOCIATION
OF HONGKONG.
MARINE INSURANCE ASSOCIATION
OF HONGKONG & CANTON.
Hongkong, 2nd June, 1932. [1084]

THE ROYAL HONGKONG GOLF CLUB.

NOTICE

THE LADIES' CLUB HOUSE at Fanning will be CLOSED from TUESDAY, 6th JUNE until further notice.

The upper floor of the Men's Club House at Fanning will be reserved for Ladies during the hours 9 a.m. to 6 p.m. daily. All Meals will be served in the Dining Room of the Men's Club House.

By Order
PERCY SMITH, SETH & FLEMING,
Acting Secretaries. [1086]

HOGG, KARANJIA & CO., LTD.

(IN LIQUIDATION)

NOTICE

A MEETING of the CREDITORS of the Company will be held on the 17th DAY of JUNE, 1932, at 12 o'clock Noon at the offices of Messrs. Percy Smith, Seth & Fleming, pursuant to the provisions of Section 181 of the Companies Ordinance 1911.

At this Meeting the Creditors will be asked to determine whether an application shall be made to the Court for the appointment of any person as Liquidator in the place of or jointly with myself the Liquidator appointed by the Company or for the appointment of a Committee of Inspectors.

Dated the 2nd day of June, 1932.
S. H. ROSS, A.C.A.,
Liquidator. [1088]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF LEUNG CHAN SHI

(氏陳梁) alias NG SAM

(陸五) late of No. 28, Tai

Wo Tai Kai (街大和德)

Chow Tai Chui (啲嘴洲)

HONAM, CANTON, in the Province of

Kwangtung in the Republic of China,

widow, deceased.

NOTICE IS HEREBY GIVEN that the

Court has by virtue of Section 58 of

Ordinance 2 of 1897 made an order limiting

the time for creditors and others to send in

their claims against the estate of the above

named deceased to the 20th JUNE, 1932.

All creditors and others are accordingly

hereby required to send in their claims to the

undersigned on or before that date.

Dated the 2nd day of June, 1932.

GEO. K. HALL BRUTTON & CO.,

Solicitors for the Administrators of the

estate of the above named deceased.

St. George's Building,

Chater Road, Hongkong. [1089]

PUBLIC AUCTION.

MESSRS. LAMBERT BROTHERS

have received instructions from the

Executor, the late Sir ELIAS KADOORIS

deceased to sell by Public Auction on

WEDNESDAY,

the 14th day of JUNE, 1932, at 3 o'clock p.m.

Subject to Reserve Price

the following valuable leasehold properties

in site lots:

Lot 1.—Rural Building Lot No. 172 a building

situated at Repulse Bay.

Lot 2.—Subsection 3 of Section B of Inland

Lot No. 1216 and No. 11, Babington Path

situated thereon.

Lot 3.—Subsection 3 of Section B of Inland

Lot No. 1216 and No. 13, Babington Path

situated thereon.

Lot 4.—The Remaining Portion of Section

B of Inland Lot No. 1216 and No. 46 Robin-

son Road situated thereon.

Lot 5.—Inland Lot No. 2153 and No. 11,

Broadwood Road situated thereon.

Particulars and Conditions of Sale can be

obtained from—

Messrs. DEACON, LOOKER,

DEACON & HARRISON,

No. 1, Des Voeux Road Central,

Victoria, Hongkong.

Solicitors for the Executor

or from

Messrs. LAMBERT BROTHERS,

The Auctioneers.

Hongkong, 2nd June, 1932. [1091]

REPULSE BAY HOTEL.

HANK HOLIDAY, WHITE MONDAY.

A TEA AND DINNER DANCING will be

held on MONDAY, 5th JUNE. [1079]

NEW ADVERTISEMENTS

OFFICIAL NOTICE

PROPOSAL TO CHANGE A SHIP'S NAME

WILLIAM NEVILLE CUTHBERTSON of Sydney, Australia, hereby gives notice that in consequence of structural alterations also the practice of this Company to name their vessels after rivers.

I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "HAILONG" of Hongkong, Official number 122642 of gross tonnage 1,994.53 tons, register tonnage 1107.53 tons, heretofore owned by DOUGLAS S.S. Co., Limited, for the permission to change her name to "GWYDIR" and to have her registered in the new name at the Port of Hongkong as owned by the NEW-CASTLE & HUNTER RIVER STEAMSHIP COMPANY, LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at HONGKONG within seven days from the appearance of this advertisement.

Dated at Hongkong this 2nd day of June, 1932.

NEWCASTLE & HUNTER RIVER STEAMSHIP CO., LTD.

W. N. CUTHBERTSON, Attorney.

NOTICE TO CONSIGNEES.

The Steamship "VENETIA."

FROM TRIESTE via VENICE, BRINDISI

PORT SAID, ADEY, COLOMBO,

PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Ltd., at Kow-

loon, whence and/or from the wharves delivery

may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods

have left the Godowns, and all Goods

remaining undelivered after the 8th inst., will

be subject to rent.

All Claims against the Steamer must be

presented to the Underwriter on or before

the 10th inst., or they will not be recognised.

All broken, chafed, and damaged goods are to

be left in the Godowns, where they will be

examined on the 10th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

W. M. POWELL, LTD.

NOTICE IS HEREBY GIVEN that the

TWENTY-FIRST ORDINARY GENERAL

MEETING of SHAREHOLDERS in the

above Company will be held at the Hong-

kong Hotel on WEDNESDAY, JUNE 7th at

11.30 o'clock, for the purpose of receiving

the Report of the Directors and Statement of

Accounts to the 25th February, 1932.

The Transfer Books of the Company will be

CLOSED from June 1st to June 7th, both

days inclusive.

By Order of the Board of Directors

H. O. HOLT, Secretary.

Hongkong, 25th May, 1932. [1091]

WILLIAM POWELL LTD.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the above Company will be held

at the Hongkong Hotel, Pedder Street,

Victoria, in the Colony of Hongkong, on

WEDNESDAY, the 7th DAY of JUNE, 1932,

at 11.30 o'clock, for the purpose of considering,

and, if thought fit, approving the draft new Memorandum

of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum

of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office,

in such print the portions of the proposed new Articles which differ from the existing

Articles are indicated by the underlining and, in the margin in red ink, should the Meeting approve of such new

Articles with or without modification, the

subjoined Resolution will be proposed as an

Extraordinary Resolution, namely:—

(1) That the provisions of the Company's

Memorandum of Association with

respect to its objects be altered so as

to read as shown in the print signed for

the purpose of identification by the

Chairman of this Meeting.

and also for the following further purposes,

namely:—

For the purpose of considering, and if

thought fit, approving the draft new Articles

of the Company, which will be submitted to

the Meeting. A print of such new Articles,

and a print of the existing Articles may be

seen at the Company's said Registered Office.

In such print the portions of the proposed

new Articles which differ from the existing

Articles are indicated by the underlining

and, in the margin in red ink, should the

Meeting approve of such new Articles with

or without modification, the subjoined

Resolution will be proposed as an Extraor-

dinary Resolution, namely:—

(2) That the new Articles already approved

by this Meeting and for the purpose of

identification subscribed by the Chair-

man thereof, be and the same are

hereby adopted as the Articles of the

Company to the exclusion of and in

substitution for all the existing

Articles thereof.

AND NOTICE IS HEREBY ALSO

GIVEN that a FURTHER EXTRAOR-

DINARY GENERAL MEETING of the

Company will be held at the same place, on

MONDAY, the 26th DAY of JUNE, 1932, at

Noon, for the purpose of receiving a report of

the proceedings at the above mentioned

Meeting and of confirming if thought fit, as

Special Resolutions, the above mentioned

Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions

(No. 1) be confirmed as a Special Resolution by

the requisite majority, the alterations in the

Company's Memorandum of Association con-

sequently involved will be submitted to the

Supreme Court of Hongkong for confirmation.

Dated this 27th day of May, 1932.

By Order of the Board,

H. O. HOLT, Manager. [1093]

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA MEETING will be held (weather permitting) at Happy Valley on SATURDAY, JUNE 3rd, commencing at 3.30 p.m.

The charge for admission will be \$1— for other than Members of the Hongkong Jockey Club.

Soldiers and Sailors in uniform half price. The Stewards invite the Ladies of Hongkong to be present.

A. S. WATSON & CO., LTD.

NOTICE

ON SATURDAY, the 3RD INSTANT, all Departments will be OPEN for business as usual.

On MONDAY, the 5th INSTANT, all Departments will be CLOSED. The Hongkong Dispensary will be open for dispensing prescriptions from 10 A.M. to 1 P.M. and 2 P.M. to 7.30 P.M.

A. S. WATSON & Co., Ltd.

Hongkong, 2nd June, 1932. [1091]

NOTICE

MR. F. FIELD has this day been admitted as partner in my firm. Business will be carried on under the name of "BERBLINGER & CO., Canton."

A. BERBLINGER, Canton.

Canton, 29th May, 1932. [1077]

BON TON, LIMITED.

(IN LIQUIDATION)

CHEAP SALE

COMMENCING from WEDNESDAY, the 24th May, 1932, and for Ten Days thereafter, all PIECE GOODS, MILLINERY, LINGERIE, etc., etc., contained in the premises of the above firm, 17, Queen's Road Central, Hongkong, will be sold subject to a cash discount of 25 per cent. to clear.

A. R. LOWE, Special Manager.

Hongkong, 22nd May, 1932. [1047]

STEAMER FOR SALE

UNDER instructions received from Owners, we invited offers for purchase of the steam pilot vessel "A. N. BISBEE" (see Lloyd's Register) built by a first class British firm of ship builders, hard wood frames, teakwood plating and deck, copper fastened below the water line, strong vessel in first class condition, compound engines, one boiler, speed 9 knots on 7 to 8 tons coal 24 steaming hours, electric light throughout. The vessel is very suitable for coasting and river trade with passengers and or light cargo.

Excellent saloon on deck, and first class accommodation for Europeans.

Offers to be submitted direct to

BOWEN & CO., Shipbrokers,

8, Museum Road, Shanghai.

Fellows Institute Chartered Shipbrokers, (London).

Telegrams Cables: BOWEN, SHANGHAI. [1074]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes ABC, QV, RF, RT, RU, RW.

OFFICES WANTED—3 rooms. Central

Situation. Apply Box S.L., c/o Daily Press Office.

WANTED—Young Canadian desires

Employment. Speaks Russian, experienced in Journalism, Surveying, Shipping, Import and Export. Excellent Credentials. Reply Box S.J., c/o Daily Press Office.

FOR SALE—5-Seater Car recently repainted

and overhauled. 4 New Tyres. In perfectly sound condition. \$1,300 for quick sale. Owner driven—Box S.K., c/o Daily Press Office.

FOR SALE—Magazine Gap, Semi-

detached HOUSE with Tennis Court. Immediate possession—Apply Box A.D., c/o Daily Press Office.

TO LET—OFFICES, top floor, Prince's

Buildings—Apply HARRY WICKING & Co.

TO LET—At Magazine Gap, THE PEAK,

immediate occupation, FULLY FURNISHED Six Roomed BUNGALOW with

large Gardens, Tennis Court, etc. On Motor Road. Apply to Messrs. BRADLEY & Co., Ltd.

TO LET.

NEW EUROPEAN FLAT situated in

Wantsai Gap Road near Bowen Road.

Apply to COMPTON DEPARTMENT of

Banque de L'Indo-Chine. [1068]

TO LET.

From 1st July, 1932 or Earlier if Required.

SUITE of 5 OFFICES, 2nd FLOOR of

Central Building, 15, 17, 18 & 19, Connaught Road Central, Verandah to each room. FACING

HARBOUR. LIFT from the Ground Floor. Apply Box 750 c/o Daily Press Office. [750]

FOR SALE.

LAND, approximately 7,000 square feet on

waterfront at Swatow with modern 2

storied brick and concrete building suitable for

office and godown. Further details apply

[485] W. G. HUMPHREYS & Co.

FOR SALE.

ABSOLUTELY NEW

(1) Two 80 BHP. Single Cylinder Bolinder

Oil Engines. Revs. 250 per minute.

(2) Two 50 BHP. Two cylinder Bolinder

Oil Engines direct connected to 25 KW. 115-Volt—direct current (compound

dynamo) complete with back of

board field rheostat for each machine.

(3) Two oil fuel tanks capacity of each 20

tons.

Apply to Bolinders.

C/o Daily Press Office. [940]

INTIMATION

DEWAR'S

WHITE

LABEL

SCOTCH WHISKY

still maintains its

pre-war world-wide

reputation—High

quality—real age,

and fine flavour.

SOLE AGENTS—

A. S. WATSON &

CO., LTD.

CABLES.

LATEST CABLES.

THE DISORDERS IN IRELAND.
A CALAMITOUS PROSPECT.

LONDON, June 1st.

A feeling that the Government may suddenly be faced with the calamitous prospect of the re-conquest of Ireland, overhangs the Irish negotiations.

CABINET NOT SATISFIED.

Mr. Collins' explanation regarding the coalition with Mr. De Valera has only partially allayed the Government's fears that the agreement threatens the whole basis of the treaty. On the contrary, the Cabinet is no less satisfied with the draft of the Free State Constitution which was submitted yesterday, and which would confer rights and powers far beyond those contemplated in the treaty.

PREMIER CANCELS HIS HOLIDAY.

Sir James Craig adheres to his refusal to meet the southerners and yesterday conferred with members of the Cabinet, after which the Premier suddenly cancelled his holiday to Cricketh.

CHIEF OF STAFF DISCUSSES
MEASURES TO BE TAKEN.

A day of anxiety closed with a Cabinet meeting at which Lieut. General Cavan, Chief of General Staff, was present to discuss measures to meet the menacing situation on the Ulster frontier, and also steps to be taken in the event of the treaty being wrecked.

GUNMEN IN BELFAST.

LONDON, June 1st.

There was much revolver shooting in the Peter's Hill district of Belfast this afternoon, several people being injured and taken to the hospital.

The gunmen stopped a motor-driver, shooting him dead, and driving off with his lorry.

A number of fires, believed to be incendiary, broke out and considerable damage was caused.

EARLIER CABLES.

BRITISH TROOPS ENGAGED.

LONDON, June 1st.

Disorders were renewed in Belfast during the forenoon, when four were killed and nine wounded, while a number of houses were bombed. British troops intervened, their concentrated fire momentarily silencing the gunmen, but the rebels later swept the streets with a machine-gun. Two Republican officers were arrested during the fighting.

A truce was declared last night on the Strabane-Lifford frontier, where fighting has lasted for some days. The military has taken over from the specials the guarding of the frontier on the Tyrone-Donegal border. Two camps, each containing several hundred Republican troops, have been established on the northern and southern sides of Derry City.

MANCHESTER REGIMENT FOR
IRELAND.

LONDON, June 1st.

The Manchester Regiment has been ordered to leave Guernsey for Ireland on June 20th. The destroyer *Warwick* held up a steamer voyaging from Morville to Londonderry at the point off Lough Foyle where the Ulster border forms the shore and put police aboard, who searched the passengers. No seizures were made.

CASUALTIES AND DAMAGE.

LONDON, June 1st.

The Ulster Association states that from December 8th to May 29th, there were 14 police and 20 soldiers killed and 20 police and 14 soldiers wounded. Between May 20th and May 29th, seventy-seven fires broke out, the destruction being estimated at over £500,000.

TREATY SITUATION CRITICAL.

LONDON, June 1st.

It is announced that Earl Balfour is actively participating in the London conference on the Irish situation and will meet Sir James Craig and the Marquis of Londonderry at the Foreign Office tomorrow.

There is no indication that the proceedings at the meeting of British signatories to the Treaty this afternoon brightened the situation, which is regarded as most critical in Government quarters.

THE SHOOTING OF GENERAL
ADAMSON.

LONDON, June 1st.

The Court of Enquiry into the death of General Adamson, commanding the Athlone Brigade of the pro-Treaty I.R.A. forces, who was held up by Republican troops and shot when he raised his hands, has found that the seizure of a motor car led to a series of events accompanied by indications on both sides. It was impossible to determine the responsibility for the discharge of the first shot resulting in the outbreak of firing. The Court was convinced that the shooting of General Adamson was unpremeditated.

LATEST CABLES.
ANGLO-AMERICAN TARIFF
WAR?STATEMENT BY SIR OWEN
PHILLIPS.

LONDON, June 1st.

The statement that America is contemplating a tariff war against British and foreign shipping, is responsible for a weakness in shipping securities on the Stock Exchange today.

Sir Owen Phillips presiding at a meeting of the Royal Steam Packet Company, while not specifying any country, dwelt on the growing tendency of certain nations to discriminate against foreign shipping, by heavier customs dues and a prohibition against participating in coastwise trade.

BRITAIN MAY BE FORCED TO ACT.

He said that Great Britain had always stood for the freedom of the seas, but it might be necessary for Great Britain, in self-protection, to reconsider the position. He said an Act of Parliament of 1853, empowered the British Government, at any moment, to take measures to protect the Mercantile Marine from unfair discrimination.

NEW TRADE JOURNAL.

PUBLISHED IN ENGLISH AT
VIENNA.

LONDON, June 1st.

With a view to promoting the rehabilitation of European trade, a new periodical will shortly be published at Vienna in English, and under British auspices entitled the *European Commercial Paper*. It will be supported by most of the European Governments who will specially facilitate the collection of authoritative news.

The journal will not conduct propaganda, and is solely concerned with giving business people facts and figures.

HEAVY SENTENCES FOR
BOMBERS.

FROM FOUR TO THIRTY YEARS.

MILAN, June 1st.

The trial of the men who committed a bomb outrage at the Diana Theatre, mentioned in a cable message dated March 24th, resulted in two of them being sentenced to imprisonment for life, including a period of solitary confinement. A youth of twenty was sentenced to thirty years imprisonment, while ten others were sentenced to terms of from four to sixteen years.

BIG STEEL COMBINE.

NEW YORK, June 1st.

Three steel companies, namely, the Midvale, the Republic, and the Inland, are amalgamating their capital and reorganizing. They are also raising \$25,000,000 fresh capital.

ROYAL DUTCH DIVIDENDS.

AMSTERDAM, June 2nd.

The Board of the Royal Dutch Company has decided to propose a final dividend of sixteen per cent., making the total dividend of thirty-one per cent.

SIR KEITH SMITH AND THE
WORLD FLIGHT.

PENNY, June 2nd.

Sir Keith Smith states that he declined to join Capt. Blake's world flight because he considered it was too late in the year to avoid the Indian monsoons.

EARLIER CABLES.

AUSTRALIAN LINER
WRECKED."WILTSHIRE" ON THE GREAT
BARRIER REEF.

AUCKLAND (N.Z.), June 1st.

The Federal liner *Wiltshire* was broken in half during a gale by the Great Barrier Reef. It is feared that the crew of eighty were trapped. Relief parties on the cliffs and steamers, who were ready to assist were helpless, owing to the tempestuous seas. There are no passengers. GOOD PROSPECTS OF RESCUE.

Despite the gale and the very difficult conditions, four men from the *Wiltshire* landed before darkness. A hundred remain aboard the wreck. The prospects of rescue are now good.

FIRE IN DUTCH LOCOMOTIVE
FACTORY.

AMSTERDAM, June 1st.

The greater part of the Workshop Locomotive Wagon Factory has been burnt down.

GERMAN REPARATIONS.
POSTPONEMENT ONLY PARTIAL.

LONDON, June 1st.

The Reparations Note mentioned by Reuter's Paris correspondent only agreed to the postponement of a portion of Germany's obligations. The sums mentioned in messages of March 22nd and April 23rd are still payable.

On March 22nd the Reparations Commission fixed Germany's payments for 1922 under the heads of Reparations and Costs of Armies of occupation at 700,000,000 gold marks in cash and 1,450,000,000 gold marks in kind.

A communique issued by the Reparations Commission shows that Germany paid a milliard gold marks in 1921 and another 282,000,000 to 21st March, 1922. On April 23rd the Commission arranged a new system for payments of 1,180,000,000 due on 15th April and 1,500,000,000 payable each month till next October; then 1,000,000,000 each in November and December.

FRENCH FOREIGN POLICY.
ANGLO-FRENCH RELATIONS.

PARIS, June 2nd.

Interpellations on foreign policy were replied to by M. Poincaré, who, in view of the Allied negotiations, was reticent as regards the Near Eastern settlement. Regarding Germany, M. Poincaré hoped it would be possible for France to avoid isolated action, but he pointed out her inability to maintain accords, however desirable, if these meant sacrificing the exercise of French rights. He voiced a broad but friendly view in regard to Anglo-French relations, declaring that various recent incidents had not estranged the two nations, and insisting upon the impossibility of there being complete identity of opinion in an Entente policy, however close the latter be.

IMPROVED TRADE
CONDITIONS.ANTICIPATED STABILISATION IN
BRITAIN.

LONDON, June 1st.

The recovery of the mark to 1202, compared with the highest of 1440 in March, coupled with the general improvement in industrial shares, is inspiring hopes that trade is mending. Prices exhibit a firmer tendency. Food continues down, but the fall is slackening. Commodities, notably textiles, seemed to have turned the corner, slightly rising. Experts anticipate all-round stabilisation of the cost of living somewhere in the region of the present level.

COUNTY CRICKET.
HEAVY SCORING BY KENT AND
LANCASHIRE.

LONDON, June 1st.

At Gravesend, Kent beat Worcester by an innings and 236 runs. For the winners, Harding scored 168 and Seymour 114.

At Chesterfield, Lancashire beat Derby by an innings and 140 runs. Derby were dismissed in their first innings for 37, Parkin taking seven wickets for 15 and Cook three for 15. Parkin in the second innings took seven for 58.

INCREASED VALUE OF
STERLING.

HIGHEST POINT SINCE THE WAR.

NEW YORK, June 2nd.

Sterling registered its highest point since the war, the pound reaching \$4.46. The advance is due to expectations of the German Moratorium and the proposed German external loan, which would lead to a re-establishment of large credits in London in favour of Germany.

REDUCED WAGES FOR
MINERS.

A TEN POINTS REDUCTION.

LONDON, June 1st.

The Joint Wages Board of Lancashire and Cheshire has decided that miners' wages be reduced during June a further ten points, the lowest level that can be reached under the existing agreement. A hundred thousand men are affected.

OBITUARY.
DEATH OF FAMOUS SAVOY ACTOR.

LONDON, June 1st.

The death has occurred of the Savoy actor Rutland Barrington.

George Rutland Barrington-Fleet, once known in theatrical circles as Rutland Barrington, was born in 1853. After appearing at the old Olympic Theatre, he joined the famous Gilbert and Sullivan Opera Company at the Savoy. After leaving the St. James Theatre for a while, he returned to his Savoy associates. In 1908 he published "Thirty-five Years on the Stage," and at one time was a regular contributor to *Punch*.

MOTOR-CYCLE SENIOR
TOURIST RACE.

BENNETT WINS ON A SUNBEAM.

LONDON, June 1st.

Bennett on a Sunbeam won the senior Tourist Trophy Motor-cycle Race held on the 1st of June over a distance of 228 miles. The time was 2h. 6m.

Brandish, on a Triumph car, was second in 4h. 22m.

GERMAN COLLIERY DISASTER.

DRESDEN, June 1st.

Seventeen were killed and 23 injured in an explosion at a coal mine belonging to Krupp, near Essen. Eight others are missing.

FAR EASTERN CABLE
NEWS.

(REUTERS' SERVICE'S AGENCY.)

NORTH CHINA POLITICS.

PRESIDENT RESIGNS.

PEKING, June 2nd.

A mandate issued this morning contains the resignation of President Hsu Shih-chang, who leaves for Tientsin this afternoon.

PRESIDENT VACATES THE
PRESIDENCY.

PEKING, June 2nd.

President Hsu Shih-chang vacated the Presidency at fifteen minutes past one this afternoon, a special train conveying him to Tientsin leaving at fifteen minutes past three.

ANFU PARLIAMENT RECEIVES
NOTICE TO QUIT.

Li Yuan-hung is expected at Peking tomorrow, probably also the old Members of Parliament who have notified the Secretariat of the Anfu Parliament that it must vacate the Parliamentary Office immediately.

TROUBLE AT VLADIVOSTOK.
TROOPS TAKING SIDES.

VLADIVOSTOK, June 1st.

Vladivostok is in the throes of an uncompleted coup d'état owing to the dismissal of the National Assembly by M. Merkulov. There are two factions striving for power M. Merkulov's group and M. Samenov's. Marine troops and some individual Kappel officers are on one side and Andrushevitch, Shirokogorov, Gen. Boldireff, Abomov, the National Assembly, Verbitsky, Mollebanov and Kappel troops are on the other. The town is quiet and there has been no fighting. The Japanese are neutral.

THE MERKULOV GOVERNMENT.
NATIONAL ASSEMBLY TAKES
CHARGE.

VLADIVOSTOK, June 2nd.

M. Nikolai Merkulov sought refuge with the Japanese Staff. M. Spiridon Merkulov remains at home, inactive under the protection of marine rifles.

The National Assembly is temporarily acting as a nominal Government, but order is maintained by General Moltchanov and Kappel troops. The position is still not at all clear.

The Zemstvo Board yesterday resolved to recognize the new authority.

CHINESE LABOUR EDITOR
ARRESTED.PREVIOUSLY FINED DURING
HONGKONG STRIKE.

SHANGHAI, June 2nd.

The editor of the *Workers' Weekly*, Li Chi-han, has been arrested on a charge of inciting the Chinese postal employees to strike, thereby interfering with the delivery of mails. He was released on a bail of \$500.

Li Chi-han was previously fined for the intimidation of strike-breakers who were rescued at Shanghai during the Hongkong seamen's strike.

THE CALCUTTA SWEEP.

THE THREE LUCKY NUMBERS.

CALCUTTA, June 1st.

The winning numbers in the Derby Sweep are as follows: Capt. Cattle, 21990; Tamar, 55778; Craigangower, 1560; the names of the drawers are not obtainable.

THE SECOND PRIZE.

LONDON, June 1st.

The evening papers give prominence to Capt. Gilligan, now in business at Huntingdon, as the winner of £28,210, the second prize in the Calcutta Sweep.

[It would appear from this telegram that the first prize must amount to nearly £120,000,000 and the third to over £29,000 as the ratio of distribution is 40, 20 and 10 per cent.]

CHINESE VICKERS' LOAN BONDS.

A RISE OF TWO POINTS.

LONDON, June 1st.

The announcement that the overdue Chinese Vickers' Loan coupons are to be paid has caused a rise of two points in the price of the loan coupons, and half to one point on other Chinese loans.

(Continued at foot of next column.)

CANTON AND THE MACAO
AFFRAY.MASS INDIGNATION MEETING
ORGANISED.The following is from the *Canton Times*:

The recent incident at Macao has aroused bitter indignation among the people of the city. In response to the notification of the People's Diplomatic Society, in the form of hand-bills, hundreds of thousands of persons were gathered in Tung Yuan or East Garden on the day of the Dragon Boat Festival, Wednesday, to discuss what steps should be taken by the citizens concerning this diplomatic affair. It was reported before the meeting by officers of the Diplomatic Society that the Portuguese and African soldiers at Macao assaulted Chinese women, killed 40 and wounded more than one hundred Chinese residents in the Colony. Corpses of those who were killed were taken to sea, and dumped, while many of them were still lying on the streets in Macao, unburied. "Such action of the Portuguese in Macao," declared the speaker, "entirely offends humanity and International Law." The speaker considered that if the Chinese could bear inhuman treatment given to their countrymen what else could they not bear? All those present felt indignant at the unjust action of the Macao Government. An officer of the Diplomatic Society suggested a Mass Meeting of the Citizens of the city and representatives from the different districts of the province should be held at the First Public Park on Saturday.

Another suggestion was the People of the Province should present a petition to the authorities urging that the government launch strong protests against the Macao Government. Both suggestions were unanimously decided upon. Other measures toward the Macao affair will be discussed at the coming Mass Meeting. Millions of hand bills were distributed by the different public organizations, yesterday along the main roads and streets in order that all the people of the city might not be ignorant of such important diplomatic affair. Circular telegrams will be sent out by the Diplomatic Society advising the public organizations of the different districts of the province of this inhuman treatment of the Chinese by the Macao Government.

HERESY CHARGES.

The charges of heresy arising out of the Modern Churchmen's Conference at Cambridge last August have been keenly discussed in the Upper House of Convocation at Canterbury. A recent anti-heresy petition led to a presentation praying that if heresy charges were preferred the accused ought to be allowed an opportunity of defence. The Bishop of Gloucester said that some of the speakers at the Cambridge Conference seemed to deny the pre-existence of Christ and his claim to eternal God-head. He moved a resolution declaring adherence to the Nicene Creed, while recognising the gain from fearless and reverent enquiry into the meaning of the Faith and welcoming every aid in the results of sound historical and literary criticism. The Bishop of London, supporting, referred to the wide spread distress of mind and the misunderstandings arising from the Bishop's silence. The Bishop of Exeter said that the world was crumbling because no one told the truth. The Archbishop of Canterbury thought it an exaggeration to say that the discussion at the Cambridge Conference was a front line attack upon the Church of God. The resolution was carried unanimously.

BANQUE INDUSTRIELLE DIRECTOR.
MAY BE IMMUNE UNDER AMNESTY
LAW.

PARIS, June 2nd.

The Chamber of Deputies is appointing a special committee to consider the Public Prosecutor's request that proceedings should be taken against the Seine deputy M. Calary as director of the Banque Industrielle de Chine on a charge of violating the law regarding distribution of fictitious dividends and irregularity concerning the issue of the shares. Action has not been taken hitherto, owing to doubt regarding M. Calary's immunity under the amnesty law, which contains a special dispensation in the case of men serving with a combatant unit in war time.

SHANGHAI ELECTRIC CONSTRUCTION
COMPANY.

BIG EXTENSIONS.

LONDON, June 1st.

At a special meeting of the Shanghai Electric Construction Company, Mr. Donald McColl, the General Manager, emphasised the urgency of extensions. He said the great development of Shanghai as a distributing centre, and its still more marvellous development as an industrial centre, had created quite exceptional industrial traffic demands, and if all the proposed extensions could be introduced immediately they would only partly meet the existing needs.

Sir Alfred Dent, the Chairman, announced that negotiations had been opened with a view to the company administering the Singapore Tramways.

LINER AS TRADE SHIP.
CARGO FOR FLOATING
EXHIBITION.

FROM HAIRPINS TO AEROPLANES.

The *Brit. Overseas*, of 9,023 tons register and 10,000 h.p., is now lying at Tilbury, where an army of shipwrights and engineers are transforming the liner into a floating exhibition. In future she will be known as the *British Trader*—the name selected by those responsible for this new campaign for the capture by Britain of a greater export trade.

On June 1st the *British Trader* will sail from London on her mission round the world. From London the exhibition steamer makes for South American ports by way of Madeira—the Cape Verde Isles. From Buenos Aires, calling at Tristan da Cunha en route, she will reach Africa; thence she goes straight across to Australia. After a cruise among the South Sea Islands, she is due in Japan, Hongkong, Singapore, Penang, Bangkok, Calcutta, Madras, Ceylon, and Bombay. The homeward cruise will be by way of Alexandria, Malta, Algiers, and Gibraltar. The journey will extend over nine months.

Three hundred representatives of great British manufacturing houses will make the tour, and three of the decks of the liner will be transformed into an industrial exhibition. The *British Trader* will also contain a cinema hall (where British industrial films will be shown), a concert room, cafe for the use of visitors, offices, a bank, interpreters' rooms, and two large dining saloons.

PORTS OF CALL.

At each of the forty ports of call the exhibition steamer will be open to the public. Certain hours each day will be reserved exclusively for the use of the local traders, but the general public will have ample opportunities for visiting the vessel.

This is the fourth attempt made by different companies or syndicates in England to launch an exhibition and sail it round the world. Of the other three, two have failed, and the third (a most ambitious project, entailing the expenditure of over a million sterling) has been postponed for a year or so. Some years ago a rich and enterprising wine firm chartered a yacht and took her to certain African and South American ports, exhibiting a brand of champagne—a striking, but costly advertisement. But that was an enterprise of French rather than British origin. The French wine houses also combined to send a small vessel round certain European and American ports to demonstrate the beauty of the produce of their vineyards and wine lodges.

OTHER NATIONS' EFFORTS.

Italy also approached the idea by sending out a ship full of samples of Italian manufactures. This was scarcely an exhibition—the samples were brought on deck at various ports, and anyone ashore who cared to come and look at them was permitted to do so. Then America tried her hand. The liner *St. Louis* was chartered and an attempt was made to convert her into an exhibition to tour Europe and the Far East. But American enterprise was lacking for once, and the *St. Louis* S.S. Exhibition never sailed. Germany has a similar project in course of preparation—the Hamburg organisers anticipate being ready to sail in the autumn of this year—and it is known that plans are well under way for the formation of similar trade ships in Scandinavia, Holland, and Japan.

The advantages of this system are obvious. Apart from the gain in time, the representative of an exporting house can carry with him a much more comprehensive range of samples. Indeed, in many trades—for instance, that concerned with the manufacture of heavy machinery—it has hitherto been impossible for deep-sea travellers to carry any samples at all. On the *British Trader* will be found samples of goods ranging from hairpins to aeroplanes, and from steam-rollers to sewing-machines.

CHARLIE CHAPLIN.

A LEGAL BATTLE OVER COPYING
HIM.

Charlie Chaplin's battered bowler hat, baggy trousers, and cane, his little moustache and laughter-provoking shoes, says a New York message, are the chief features in a great legal battle which opened at Los Angeles recently.

The comedian has applied for an injunction to restrain a firm from producing certain films in which an actor called Charles Amador appears under the name Charlie Applin, wears shoes, trousers, moustache, and hat identical with his own. On behalf of the firm it is urged that a moustache similar to Charlie Chaplin's was worn by George Bevan in Chicago, in 1889, that Chaplin's hat appeared on the music-hall stage on the head of Chris Laroze in 1898, that Harry Morris first made a stage hit with what is now known as the Charlie Chaplin walk in 1902. It is further stated that the Motos Brothers first introduced Chaplin's cane, Sherman Morrissey his shoes, and even that the complete Chaplin combination of moustache, tight-fitting coat, baggy trousers, large boots, and cane was used for many years in the music-halls by a certain Billie Rich. Charles Chaplin declares, however, that no one before him ever utilised his facial expressions and distinctive articles of dress in film productions, and that Charles Amador, by taking the name of Charlie Applin, is invading his exclusive rights.

NAPIER JOHNSTONE'S "N. J. CLUB"

A
NOVEL
BOTTLE



FILLED
WITH
PERFECT
"SCOTCH"

WORLD WIDE IDENTICAL QUALITY

OBTAINABLE AT ALL

WINE MERCHANTS

SOLE AGENTS

LANE, CRAWFORD, LTD.

Once a victim
to indigestion

Now always
merry & bright

THANKS TO
MOTHER
**SEIGEL'S
SYRUP.**

Also sold in tablet form

Do you suffer from
indigestion, loss of
appetite, pains or
fullness after eating,
flatulence, acidity,
headaches, bilious-
ness, or constipation? If so, take Mother Seigel's
Syrup, and become one of the countless thousands
of people who owe their good health and good spirits to this
well-proved remedy of fifty years' repute.

Mother Seigel's Syrup is made from the medicinal extracts
of roots, barks and leaves which, in combination, have a remark-
ably beneficial effect upon the principal organs of digestion—
the stomach, liver and bowels. The Syrup tones and
strengthens them, and when they have been restored, to
thorough working order, through Mother Seigel's Syrup,
THE IDEAL DIGESTIVE TONIC, digestive disorders
will trouble you no longer. Test it to-day!

'SWAN' Self-Filling PEN

The Pen for Busy Writers

It fills in an instant from any ink
supply. Open and close the lever;
that's all! The lever is flush-locking
and cannot be felt when pen is in use.

A special feature is a patent catch which locks
the lever when closed, thus preventing
accidental opening when pen is being put
away into the pocket.



The "Swan" Self-filler
is safe to carry in any
position without fear of
leakage.

Sold by Stationers, Jewellers and Importers.
Self-filling pattern.
Standard pattern. Safety pattern.
Illustrated List sent free.

MABIE, TODD & CO., LTD.
SWAN HOUSE,

133-135, Oxford Street, London, W.1
Manchester, Paris, Brussels, Zurich, Sydney,
Toronto and Cape Town. American Home,
Boston, Todd & Co., Inc., New York and Chicago.

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
NABIE KANNY.]

PARIS, April 25th.

Seeing that Parisiennes refuse with
admirable steadfastness to wear any dress
that is not "chemise" in type, and seeing
that they furthermore demand coats
and jackets as nearly as possible like so
many skeletons in the middle, there has
been nothing for designers to do in sheer
desperation but use up their spare energy
designing trappings for these ultra-simple
garments.

The result is that with millions of frocks
being made during a succession of busy
seasons in Paris, each one as simple and
like the other as possible in cut, each one
is nevertheless completely different because
each one expresses the individuality of
its designer in the matter of decoration.

One of the chief mediums is braid. This
is used extensively on coats, frocks, and
jackets and coats, narrow and wide, by itself
or else allied to strips of coloured leather.
The latter makes a very pretty effect on a
dark dress, a touch of colour and originality
being introduced by running a strip of
bright-coloured leather between two flank-
ing rows of narrow braid. Instead of
leather, lacquer or silk ribbon is often
used and the effect is equally charming
although the ribbon is hardly as practicable
as the leather as it wears out quicker than
the braid and is apt to make a dress look
shabbier sooner than it otherwise would, on
this account.

Some designers use braid in a far more
general way than merely as trimming. A
smart coat-frock I saw in the Bois de
Boulogne recently was finished with a short,
cavalier cape that hung from the shoulders
and was no more than row upon row of
broad silk braid sewn onto a foundation of
the same material as the dress. A model
which Jenny has just launched with much
success is the usual "chemise" frock in
white crepe Maroccan, cut perfectly straight,
plain lines, on top of this, reaching nearly
to the waist line, she has sewn horizontal
rows of fairly deep black silk braid, treated
the plain tight-fitting sleeves in the same
way and added tabs of the braid as a
finish to the low, rounded cut neck.
a cluster of flat, hand-made roses at
the side is all that relieves the severity
of this ultra-original creation.

An idea that is an old one which retains
its popularity, is that of the skirt of fringe.
The new adaptation of this mode is to take
wide strips of braid the length of the skirt
and hang them from the waist band, so
that they float about with every movement
of the wearer. Such a skirt may be worn
very well with a short fur jacket in
these half-season days, as the airy
appearance of the skirt detracts from the
heavy look of the jacket.

The same idea is very often applied to
sleeves, the arm being encircled with
strips of braid and once or two ends being
allowed to hang down in a cascade fringe
on the inner side.

In the realm of dress not quite so
original, braid is used extensively for the
trimming of discreet morning frocks and
tailored suits not destined for either the
Con-Cours Hippique or Longchamp. The
narrowest width of braid is chosen for this
purpose and it is laid on in a series of
three, four or a dozen rows. A Russian
model will be finished with rows of tiny
braid outlining the sleeve movement and the
plain sleeves, breaking the line and adding
a note of discreet elegance at the same
time. The simple line of a "chemise"
frock will be treated in the same way.

Another medium for adding originality
to the least original of foundations is that
of organdina, a crisp, charming fabric
which is really organdie disguised under
a new name. Organdina peeps from the
low necks of "chemise" frocks which
otherwise would remain perfectly plain;
and a note of grace to the cuffs of simply-
designed sleeves, or else, frills out from
the opening of a jacket or vest in a mass
of tucks and pleats and gossers. A deli-
cious model I saw on view recently was in
black satin, cut quite plain and rather
tight and finished with a low-set girdle
of encrusted ebony; the particular note
of distinction was added by rows of narrow
frills of organdina sewn onto fine white
net and finishing the bell-shaped sleeve
from the elbow down, and rows of the
same finishing the low-rounded cut neck.

For the rest, jabots, guimpes and cuffs
figure wherever designers have wanted to
introduce a little life and movement without
changing the unchangeable foundation of
"chemise" frock or loose-fitting jacket.
There are even whole blouses and tunics to
be seen of organdina. One of these latter,
finished with a mass of tiny tucks and a
Byronical collar, was allied to a skirt of
black crepe Maroccan and supplemented
when necessary by a loose-fitting jacket
of the same crepe.

Straus are supposed to show the way
the wind is blowing; such a showing of
organdina at this early hour can only mean
that never in the history of dress will there
be such a riot in favour of this particular
material as during this coming season.
Therefore, those who have any put by,
should hurry up and prepare them for the
fray, and those who haven't, should hurry
to their drapers and dressmakers and lay
in a stock before it rises, as it is sure to
do, when the wave of popularity breaks.

Still another medium which is in great
demand is that of ribbon. Floating ribbons,
with a certain amount of discretion, and
ribbon that is worked up into cockades,
pleated into a hundred and one devices and
designs, black and white check ribbon effects,
tufts and loops and bows of ribbon, and
ribbon transformed into flat, quaint-looking
roses—all these are considered chic and in
keeping with the tenets of good taste by
Parisian designers. The one and the other
types seem to have had their day, and been
passed over into the limbo of forgotten
vanities. In their place, one sees moiré
and rich corded ribbons, with satin, when
(Continued at foot of next column.)

HEAD BROKE OUT IN ERUPTIONS

Very Restless Nights: Hair Fell Out.
Cuticura Healed in A Month.

"I had dry lumps come on the
back of my head, and the following
week they all broke out in eruptions
of a wet nature. The irritation
was so great I was bound to scratch,
and it caused me to have very restless
nights. My hair used to fall out
something awful.

"I sent for a free sample of Cuticura
Soap and Ointment. I bought more
and in a month I was healed." (Signed)
Miss Edith A. Budd, 11, Mead Lane,
Clontarf, Surrey, Eng.

Clear the pores of impurities by
daily use of Cuticura Soap and oc-
casional touches of Cuticura Oint-
ment as needed to soothe and heal.
They are ideal for the toilet.

See 1st, Ointment 1s. 3d. and 2s. 6d. Sold
everywhere. The best remedy for eczema,
psoriasis, etc. 7. Barber & Sons, Ltd., 11, Chancery
Lane, London, E.C. 4. Write for free literature.

See Cuticura Soap shelves without water.

23-12

DAIRY FARM NEWS.

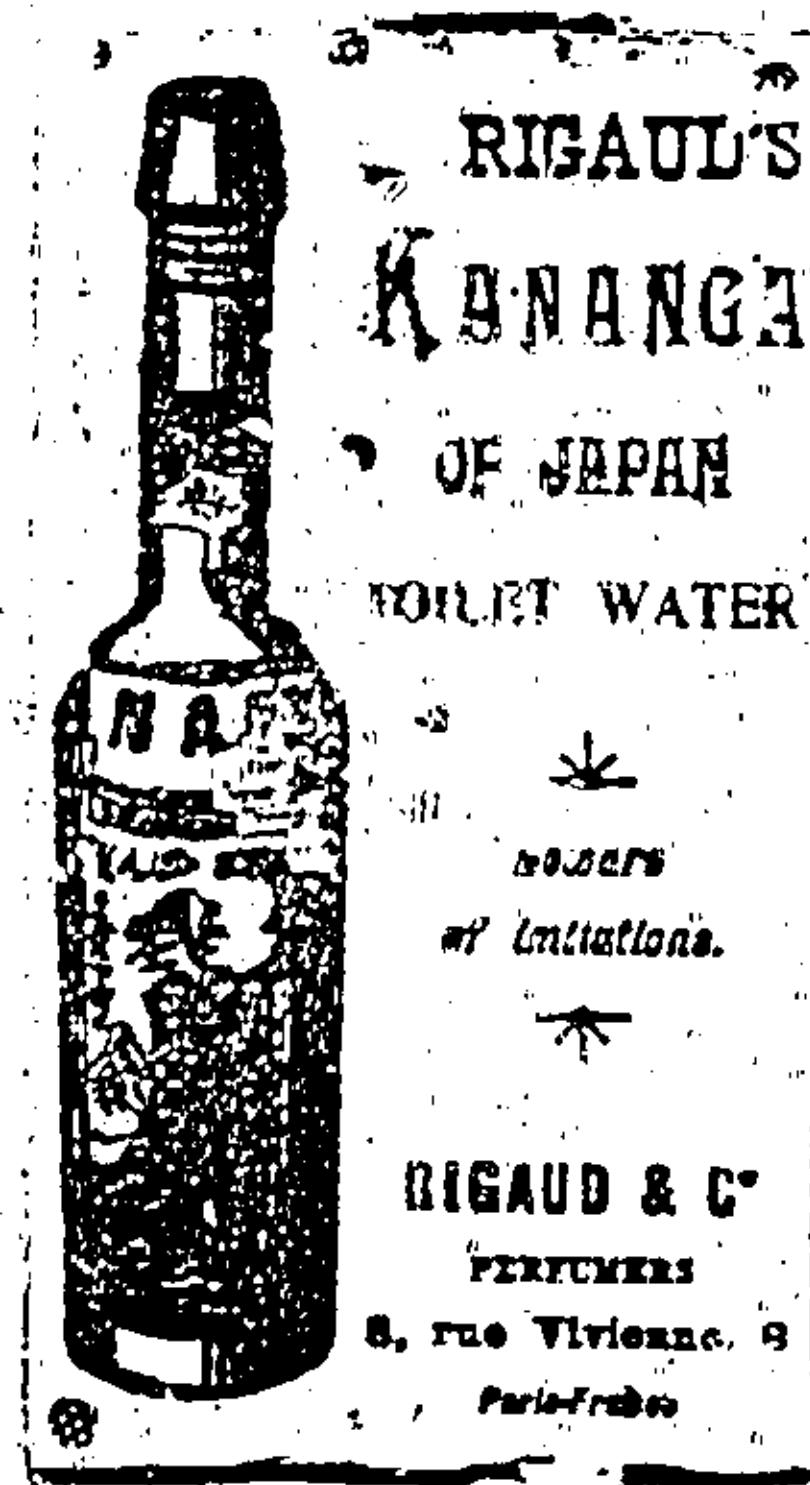
CHEESE.

Gruyere	...	\$1.10 per lb.
American Cheddar	...	85 "
Australian	...	85 "
Edam (Full Cream)	...	825 " Ball.
Condomier (Own make)	...	40 " Pat.
Picnic	...	40 " Jar.

MADE DAILY AND READY FOR THE TABLE.

Pressed Beef	...	\$.50 per lb.
Brawn	...	60 "
Pork Pies	...	25 & 50 each.
Cooked Ham	...	\$1.40 per lb.

THE DAIRY FARM, ICE & COLD
STORAGE CO., LTD.



UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are
lying in the Great Northern Telegraph
Company's office at Hongkong:—

NUMBER	ADDRESS	FROM
Miss Liou, St. Paul's College Yokohama		
Nagao Tameichi Ichikosen		
Yoshio c/o Shunayama	Tokio	
Yoshio c/o Shunayama	Moji	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Tientsin	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	
Yoshio c/o Shunayama	Shanghai	
Yoshio c/o Shunayama	Amoy	
Yoshio c/o Shunayama	Yokohama	
Yoshio c/o Shunayama	Kobe	

SHIPPING NEWS

ARRIVALS.

June 1st.

Kwaiyang, British str., 1,547 tons, Capt. A. Tucker, from Bangkok, with a general cargo. B. & S.

Sado Maru, Japanese str., 5,805 tons, Capt. Y. Takahashi, from London, with a general cargo. N.Y.K.

Shiochi Maru, Japanese str., 3,288 tons, Capt. K. Kanno, from Saigon, with rice. Yamashita.

Shenchi, Chinese str., 297 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo. Do On S.S. Co.

Tricote, Italian str., 3,352 tons, Capt. E. Tarabochia, from Shanghai, with a general cargo. Dowell & Co.

June 2nd.

Dasho Maru, Japanese str., 1,977 tons, Capt. E. Miyake, from Keelung, with coal. M.B.R.

Dongola, British str., 4,729 tons, Capt. C. R. A. Newby, R.N.R., from Kobe, with a general cargo. Mackinnon, Mackenzie & Co.

Drufac, Norwegian str., 1,102 tons, Capt. N. Hjorth, from Bangkok, with a general cargo. Thoresen & Co.

Halsund, Norwegian str., from Canton, **Hok Chuan**, Chinese str., 508 tons, Capt. Leung Long, from K. C. Wan, with a general cargo. W. Hing & Co.

Kiangsu, British str., 1,554 tons, Capt. N. H. Leitch, from Bangkok, with a general cargo. B. & S.

Sango Maru, Japanese str., 745 tons, Capt. D. Sakahira, from Keelung, with coal. Y.K.K.

Namangan Maru, Japanese str., 2,417 tons, Capt. K. Yasui, from Samangan, with a general cargo. Nanyo Yusen Kaisha.

Shantung, British str., from Canton.

Tai Sze Ma, Chinese str., 402 tons, Capt. Leung Hing, from K. C. Wan, with a general cargo. Yau Fat & Co.

Tjikembang, Dutch str., 5,023 tons, Capt. A. W. La Rooy, from Sourabaya, with a general cargo. J.C.F.L.

Tan Chuan, Dutch str., 2,080 tons, Capt. F. Schelle, from Singapore, with a general cargo. J.C.F.L.

CLEARANCES.

June 2nd.

Anglo Mexican, for Karatsu.

Chengshing, for Canton.

Chienan, for Huiphong.

Chuanlee, for Tsingtau.

Dongola, for Singapore.

Hokkaido, for Swatow.

Kake Fuku, for Singapore.

Kiangsu, for Manila.

Plesadon, for Balic Papua.

President Hoag, for Manila.

Sado Maru, for Shanghai.

Sanku Maru, for Canton.

Shanghai, for K. C. Wan.

Tai Sze Ma, for K. C. Wan.

Telenachua, for Saigon.

Tseng, for Singapore.

Yamashita Maru, for Bari.

West Chongka, for Manila.

Yuan Hing, for Saigon.

PASSENGERS.

Per Pacific Mail S. Co.'s s.s. **President Hayes**, on June 2nd: Mr. and Mrs. E. M. Terry, Mr. and Mrs. E. C. Young, Mr. and Mrs. Fernanda Anguila, Mr. K. F. Barnett, Mr. A. M. Barretto, Mr. Geo. Cavillier, Mr. R. Doming, Miss J. E. Hill, Miss Rita Haslam, Mrs. G. A. Perkins, Mr. Jose Pavan, Mr. W. Schmitt, Mr. F. W. Sandt, Mr. J. B. Thomson, Mr. Howie Olinson, Miss Ruth Wallace, Mr. M. Capito, Mrs. A. Kerr, Miss S. Encarnado, Mr. G. Menashe, etc.

Per P. & O. s.s. **Dongola**, on June 2nd: Sub-Lt. C. B. Todd, Lt. R. Cursham, Mr. A. J. Tarrant, Miss Schade, Mr. and Mrs. C. Biron, Madame A. du Fouldeque, Mrs. W. F. Collins, Mr. G. Bedley Bird, Mr. and Mrs. Reinhardt, Lt. Hurd-Wood, Mr. and Mrs. T. K. McIntyre, Miss E. Smith, Mr. A. B. Moloney, Mr. J. F. Wylie, Mr. Reitzmann, Mr. A. Van Gijn, Mr. Bowker, Mr. A. Claxton, Mr. Claxton, Surg.-Lt. McGrath, Lt. R. T. Hamilton, Mrs. W. F. Chatter, Miss Shuman, Mr. and Mrs. Pross, Miss Halloran, Mr. W. Downie, Mr. and Mrs. Bowstra, Mr. W. M. Milne, Surg.-Lt. Com. Pace, Mr. McCarthy, Mr. Powell, Mr. and Mrs. J. Lochore, Mr. H. Macfarlane, Mrs. W. Ferguson, Mrs. N. Goffe, Mrs. M. Hutton, Mrs. A. B. Melville, Mr. N. Hill, Mr. Taylor, Capt. Lydall, Mr. P. Lavalle, Mr. E. Johnson, Dr. and Mrs. Cochran, Miss E. L. Smith, Mr. and Mrs. A. Wallis, Mr. and Mrs. J. C. Dowling, Rev. J. Lerjkegaard, Mr. Jackson, Mr. and Mrs. C. R. Holloway, Miss Ballard, Miss Houlder, Miss Butler, Mrs. Leite, Mr. and Mrs. Rafael, Mrs. Sperry, Miss J. C. Morris, Miss B. L. Frewer, Miss E. Pollard, Mr. and Mrs. Hast, Mr. L. E. Boggust, Mr. M. O'Hare, Rev. J. S. W. Ryding, and Mr. F. W. Clift.

VESSELS EXPECTED.

Arratoon Apear (Apear line), due June 5th.

Bengal Maru (N.Y.K.), due June 15th.

Cyclops (Blue Funnel), due June 9th.

Empress of Russia, due June 6th, at 7 a.m.

Hosier State (P.M.), due June 15th.

Iyo Maru (N.Y.K.), due June 3rd.

Kashgar (P. & O.), due about July 1st.

Kawachi Maru (N.Y.K.), due June 3rd.

Kieper (P. & O.), due June 6th.

Kobe Maru (N.Y.K.), due June 3rd.

Nelcus (Blue Funnel), due July 11th.

Nikko Maru (N.Y.K.), due June 15th.

Perna Maru (P.K.K.), due June 8th.

Rheinland (H.A.L.), due June 6th.

Sango Maru (N.Y.K.), due June 13th.

Takaka Maru (N.Y.K.), due June 6th.

Takkybiu (Blue Funnel), due June 6th.

Tamba Maru (N.Y.K.), due June 4th.

Tokushima Maru (N.Y.K.), due June 15th.

Torilla (B.I.), due June 3rd.

Tyndarus (Blue Funnel), due June 29th.

Tamagata Maru (N.Y.K.), due June 15th.

SHIPPING MOVEMENTS.

The s.s. **Talhybus** (Blue Funnel) left Keelung yesterday morning for Hongkong, and is due here this afternoon.

The R.M.S. **Empress of Canada**, Capt. A. J. Haily, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., and Shanghai (Woojung), and Yokohama at noon on June 7th.

The s.s. **Et. of the Carter** (Blue Funnel) left Manila at noon on June 1st for London and Hamburg and Hongkong, and is due here on June 4th, and will sail, as above, on June 6th.

The s.s. **Helena** (Blue Funnel) left Shanghai on June 1st at 3 p.m. for London, Rotterdam and Hamburg and Hongkong, is due here on June 4th, and will sail, as above, on June 6th, at noon.

The N.Y.K. s.s. **Kianno Maru** (European line) left Singapore for Hongkong on June 1st, and is expected here on June 8th.

CHURCH SERVICES.

St. John's Cathedral, Hongkong: 4th June, 1922, Whit Sunday.

Holy Communion (7.50 a.m.); Children's Service (10 a.m.); Hymns, 407, 24, 572; Matins (11 a.m.); Responses, Ferial; Psalms (10th); Psalms, 68. Woodward, Cooke; Te Deum, Oakeley in F. Benedictus, Garrett in G. Anthem, "Come, Holy Ghost." Attwood; Hymn, 154, 158.

N.B.—Psalms 68, verses 4, 7, 8, 19, 20, 24, 25 in unison.

Hymn 154, verses 1, 4 in unison.

Hymn 158, verses 3 in unison.

Holy Communion (12 noon); Evensong (6 p.m.); Responses, Ferial; Psalms, 104. Old Melody, Travers; Magnificat, Smart; Nunc Dimittis, Earnby; Hymns, 154, 158, 207, 157.

N.B.—Psalms 104, verses 1, 7, 20, 21, 24, 26, 31, 25 in unison.

Hymns 154, verses 1, 4 in unison.

Hymn 158, verse 2 in unison.

Hymn 207, verse 1 in unison. (116)

Union Church (Kennedy Road).—White Sunday Services, June 4th. Morning Service at 11 a.m. Evening Service at 6 p.m. Preacher at both Services, Rev. J. Kirk Macdonald.

First Church of Christ Scientist, MacDonnell Road. Sunday, 11.15 a.m. Wednesday 3.45 p.m. [192]

WEATHER REPORT.

June 2nd, at 11.34.—Pressure has increased considerably at Vladivostok and moderately at Weihaiwei. Changes are slight at other reporting stations.

A depression is shown to the west of Vladivostok.

Gradients appear to be shallow over the southern portion of the Map.

Hongkong Rainfall for the 24 hours ending at 10 a.m. 2nd June, 0.00 inch. Total since January 1st, 1924 inches, against an average of 54.33 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction	Forecast
N.E. or variable	winds, moderate to light, fair.

Hongkong to Cap Rock ... The same as No. 1.

Formosa Channel ... The same as No. 1.

South coast of China between Hongkong and Lamook ... The same as No. 1.

South coast of China between Hongkong and Hainan ... The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 1st				
	Previous Day at 1 p.m.	On Date at 6 a.m.	On Date at 3 p.m.	On Date at 10 p.m.
Barometer	29.81	29.82	29.80	
Temperature	77	78	82	
Humidity	63	72	75	
Wind Direction	E	ENE	E	
Force	2	1	3	
Weather	0	0	0	
State	0.00	0.00	0.00	

Highest open-air Temperature on 1st—75
Lowest open-air Temperature on 2nd—78

HONGKONG TIDE TABLE.

From 3rd to 9th June 1922.									
HIGH WATER					LOW WATER				
Day of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height	Day of Week	Days of Month	H'kong Standard Time	Height
Sat.	3	4 24	4.7	7 18	3.5	Sat.	3	4 24	4.7
Sun.	4	5 12	5.1	11 13	3.1	Sun.	4	5 12	5.1
Mon.	5	5 57	5.8	11 27	1.8	Mon.	5	5 57	5.8
Tues.	6	6 11	6.0	0 14	2.0	Tues.	6	6 11	6.0
Wed.	7	7 16	6.5	1 05	1.7	Wed.	7	7 16	6.5
Thur.	8	8 30	4.7	2 12	1.3	Thur.	8	8 30	4.7
Fri.	9	9 34	4.5	2 54	0.7	Fri.	9	9 34	4.5
		10 28	4.4	3 36	0.4			10 28	4.4

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M. 1922.				
Place of Observation.	Highest Water recorded.	Lowest Water recorded.	W.L. May 31.	W.L. June 1.
Wachow, W. River	+79.50	-2.42		31.50
Kongmoon, W. River	+14.70	-0.80	5.80	6.50
Linkonghow, N. River	+57.00		17.50	
Samahai, N. River	+27.25	-5.00	10.20	8.80
Shelung, E. River	+15.15	-0.93	7.54	6.66

Engineer-in-Chief.

CANADIAN PACIFIC STEAMSHIPS LIMITED

MAIDEN VOYAGE

TRANS-PACIFIC.

R.M.S.

EMPRESS OF CANADA

FOR

VANCOUVER.

SEVENTH JUNE, 1922.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "GORJISTAN" "ALMERIA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.C. \$577.07

Minimum Rate U.S.C. \$820.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA"
August 10th. July 6th.

Java Service.

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ALMERIA"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.

PALMER BUILDING,

105 HOBBS STREET,

TELEPHONE: PASSENGER DEPT.,

TEL: FREIGHT DEPT. & AGENT,

No. 1934.

No. 2161.

CABLE ADDRESS: "CHIMAIL."

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

S.S. "BOWES CASTLE" ... sailing end of June.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENETIA" ... sailing on or about 4th June.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE" ... sailing on or about 2nd June, 2nd half of June.

S.S. "VENETIA" ... sailing on or about 2nd June, 2nd half of June.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing second half of June.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

N. Y. K.

RAILWAYS CONNECT TO ALTERNATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada

IYO MARU (Calling Keelung) ... Monday, 12th June, at 11 a.m.

SEIDZUOKA MARU (Calling Keelung) ... Monday, 3rd July, at 11 a.m.

MARSEILLES, LONDON & ANTWERP ... Singapore & C.

FUSHIMI MARU ... Friday, 9th June, at 11 a.m.

MISHIMA MARU ... Friday, 3rd June, at 11 a.m.

HAMBURG via DUNKIRK, LONDON & ROTTERDAM

MITO MARU ... Friday, 9th June.

CIVILPOOL via MARSEILLES and VALENCIA.

TATSUNO MARU ... Sunday, 4th June.

SYDNEY & MELBOURNE via Manila & C.

TANGA MARU ... Tuesday, 20th June, at 11 a.m.

YCHINGO MARU ... Tuesday, 18th July, at 11 a.m.

NEW YORK via PANAMA.

DURBAN MARU ... Tuesday, 6th June.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

KAWAOKI MARU ... Sunday, 4th June.

SOMBAI via Singapore and Colombo.

TAKAOKA MARU ... Wednesday, 7th June.

CALCUTTA ... Singapore, Penang & Rangoon.

RANGOON MARU ... Sunday, 11th June.

NAGASAKI, KOBE & YOKOHAMA.

NIRKO MARU ... Friday, 16th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Monday, 6th June.

KITANO MARU ... Thursday, 8th June, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

Tel: Home Nos. 392 & 393.

K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"West Prospect" ... Due Hongkong 9th June.

Leave Hongkong 10th June.

"West O'Hara" ... Due Hongkong 17th June.

Leave Hongkong 20th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA.

SAMARANG AND SOERABAYA.

"West Faralon" ... Due Hongkong 6th June.

Leave Hongkong 9th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information Apply to

STRUTHERS AND BARRY,

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES.

1st Floor, Powell's Building, Phone No. 3008.

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

G. P. BRADFORD, Res. Agent.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hothow & Pakhol.

FOR KEELUNG via Swatow & Amoy

For further particulars, please apply to—

S. MITARAI, Branch Office, No. 37, Bonham Street, West Tel. No. 155.

Top Floor, King's Building Tel. No. 140.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.

10th June.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

as "MADAWASKA" via Suez Canal ... 31st May, Boston and New York.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to ANTEA DELAGIA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALLS, CO., LTD.
FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

as "CITY OF GLASGOW" ... 5th July, London, Rotterdam & Hamburg.
Subject to change without notice.
For particulars of freight and passage rates apply to—

or Messrs & Co., CANTON

THE BANK LINE, LTD.
General Agents.

31

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNPL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

as "DEUCALION" ... via Suez Canal ... 5th June.
as "ALCINOUS" ... via Suez Canal ... 15th June.
as "KAZEMBE" ... via Suez Canal ... 25th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO. CANTON.

71

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS.	STEAMERS & DISPLACEMENT.	SAILING DATES.
SHANGHAI, KOREA & YOKOHAMA ...	"ARMAND BEHIC" 11,000	On or about 6th June.
	"CHAMBERLAIN" 15,000	On or about 23rd June.
	"ANDRE LEBON" 22,000	On or about 7th July.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUT, SUZUKI & PORT SAID ...	"ANGEES" 15,000	On or about 11th June.
	"AZAY LE RIDEAU" 15,000	On or about 27th June.

COMMERCIAL LINE

SHANGHAI, PUKOW, HANKOW & TAKOU.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)
For further particulars, etc. apply to—

CONSIGNATION—TRANSIT—REPRESENTATION.

A. JOHARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High China Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms above and excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIOHING ... Capt. J.B. Thomson ... Tuesday, 6th June, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO
General Manager.P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRATE, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KHYBER"	9,000	6th June, 11 a.m.	(Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles, Gibraltar, Plymouth & London.)
"SICILIA"	6,700	11th June	(Singapore, Penang, Colombo & Bombay.)
"DELTA"	8,100	21st June	(Marseilles, London & Antwerp.)
"KASHMIR"	9,000	5th July	do.
"SOUDAN"	7,000	15th July	(Singapore, Penang, Colombo & Bombay.)
"KARMALA"	9,000	19th July	(Marseilles, London & Antwerp.)
"KASHGAR"	9,000	22nd Aug.	do.
"SARDINIA"	8,600	12th Aug.	do.
"DEVANHA"	8,000	30th Aug.	do.
"KAVIAN"	8,957	13th Sept.	do.
"MACEDONIA"	10,513	27th Sept.	(Bombay, Marseilles, London & Antwerp.)

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	6,949	10th June	Singapore, Penang & Calcutta.
----------	-------	-----------	-------------------------------

EASTERN & AUSTRALIAN SAILINGS (South)

Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"KASHMIR"	8,841	4th June, noon	Shanghai, Moji, Kobe & Yokohama.
"TORELLA"	5,205	4th June	Shanghai & Japan.
"ARAFURA"	6,000	11th June	Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Baggage must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

* First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in one of the sections of their P. & O. Takata Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.

Parcels Measuring not more than 9 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES.

Monthly direct service via Singapore and Penang, via

"ATLAS MARU" ... Monday, 10th July.

BUNNOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN

DAP TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE

"MEXICO MARU" ... Tuesday, 13th June.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

DML & BANGKOK via SAIGON & SINGAPORE

CALCUTTA—Fortnightly service via Singapore, Penang & Bangkok.

"BORNEO MARU" ... Friday, 9th June.

VICTORIA, VANCOUVER, SEATTLE & TALOMA

Via Delors—Taking cargo to OVERLAND POINTS U.S.A. & CANADA

"HAWAII MARU" ... Tuesday, 8th June.

NEW YORK via PANAMA—Regular monthly service via Suez, Port Said, Panama

"SHUNKO MARU" ... Monday, 19th June.

NEW ORLEANS via SUEZ, via SUEZ, via SUEZ

"BORNEO MARU" ... Friday, 9th June.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ARGON MARU" ... Sunday, 11th June.

"LONDON MARU" ...

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALIO MARU" ...

or "ANAKUSA MARU" ... Every Sunday, Noon.

TARAO via SWATOW & AMOY

"BORNEO MARU" ... Sunday, 4th June.

Tel. No. 4090. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston, and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.Telephone 3165.
16, Raffles Place (Furness)C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HAIPHONG, HOIHOW & BANGKOK	"CHENAN"	On 3rd June, 10 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 3rd June, 4 p.m.
MANILA, CEBU & ILOILO (via Amoy)	"TAMING"	On 4th June, D.L.
NINGPO & SHANGHAI	"KWANGSE"	On 6th June, noon.
SWATOW, SHANGHAI & TSINGTAO	"KIANGSU"	On 6th June, noon.
SWATOW & BANGKOK	"SZECHUEN"	On 8th June, noon.
AMOY & SHANGHAI	"SUNNING"	On 10th June, 4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"HUICHOW"	On 11th June, D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"KAIKONG"	On 13th June, 10 a.m.
PAKHOI & HAIPHONG	"KAIKONG"	On 13th June, 10 a.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Tientsin and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.), Agents.

Telephone 36.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.).

T. K. K.
TOYO KISEN KAISHA

Reduced Fare to Europe U.S.G. \$620.50 First Class Throughout.

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
"PERSEA MARU"	9,000	June 15th.
"TAIYO MARU"	12,000	June 21st.
"HIBERIA MARU"	20,000	July 5th.
"TENYO MARU"	...	July 19th.
"KOREA MARU"	...	July 30th.
"SHINYO MARU"	...	Aug. 14th.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOQUEGUA, ARICA & IQUIQUE.

TERMINES BY TRANS-ANDALUSIA ROUTE TO BURGOS, ALICIA.

STEAMERS	TONS	LEAVE HONGKONG
"RAKUYO MARU"	...	June 28th.
"GINYO MARU"	...	Aug. 23th.
"ANYO MARU"	...	October 9th.

* On to Manila.
For full information regarding passenger, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.
King's Building Tel. No. 274 & 75.
Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports U.S.G. \$620.50 First Class throughout.

A. W. SWIRE & SONS, LTD. & T. E. M. B. S.

SAN FRANCISCO via SHANGHAI, KOREA, YOKOHAMA and HONOLULU

LEAVE HONGKONG ARRIVE SAN FRANCISCO

S.S. "PRESIDENT LINCOLN" ... June 20th ... July 13th.

S.S. "PRESIDENT CLEVELAND" ... July 5th ... July 27th.

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA via SINGAPORE, PENANG and RANGOON

S.S. "LAKE FAULKE" ... May 31st.

HONGKONG, MANILA-HONOLULU-SAN FRANCISCO SERVICE

Freight and Passengers

SAIL FROM HONGKONG, SAIL FROM MANILA, ARRIVE SAN FRANCISCO

S.S. "PRESIDENT HAYES" ... June 2nd ... June 27th.

S.S. "PRESIDENT HARRISON" ... July 11th ... Aug. 5th.

S.S. "PRESIDENT HAYES" ... Aug. 4th ... Aug. 23th.

S.S. "PRESIDENT HARRISON" ... Sept. 12th ... Oct. 7th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.

Agents at Canton—REISS & CO.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Sailing (Subject to Alteration.)

Steamer	Singapore & Melbourne via Port	Lv. Hongkong for Australia
---------	--------------------------------	----------------------------

"TAIWAN" ... About 15th July. ... About 20th July.

The Steamship is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice Fresh Provisions, etc. and has superior accommodation with Electric Light throughout and Electric Heat in the State-Rooms. A fully qualified Doctor is aboard. Reduced Fares. Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.), Agents.

Telephone No. 25.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
-----	---------	---------

For further particulars apply to
Messrs. BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.), Agents.

Telephone 36.

HAWTHORNE & PEARSON

Ladies' & Gentlemen's Tailors

AND BREECHES MAKERS

Beg to announce that they are now producing

LOUNGE SUITS from \$55

Cut and Finish guaranteed. A visit is cordially invited.

2, Union Building (First Floor)

Entrance opposite General Post Office, Hongkong.

P. O. Box 530. [888]

